

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M.

All Claims must reach us, before the 14th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
General Agents.

Hongkong, 2nd November, 1911.

FROM EUROPE.

THE H.A.L. Steamship

"SLAVONIA,"
Captain Selmer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Gibraltar" from Satal.
Ex s.s. "Tanger" from Satal.
Ex s.s. "Drontheim" from Satal.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 4th November, 1911. [1326]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 4th November, 1911. [1]

SWEDISH EAST ASIATIC CO., LTD.,
GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"PEKING,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

All Claims must reach us before the 13th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

GLOF WILK & CO., CHINA AGENCIES
ARTIEBOLAG,
Agents.
Hongkong, 4th November, 1911. [1248]

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,
and for

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CHINKIANG: Messrs. SHARING & Co.
MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BOONBO & Co., Ltd.
For Particulars, apply to
Y. SHIBUYA,
Manager.No. 2, Pedder Street, Hongkong
Hongkong, 10th August, 1911. [663]A LING & CO..
19, QUEEN'S ROAD CENTRAL.FURNITURE AND PHOTO GOODS
STORE.Photographic Goods of every Description
in Stock.Developing and Printing Undertaken
Hongkong, 31st July, 1907. [1271]AS SUPPLIED TO THE HOUSE OF
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SOLE AGENTS IN
HONGKONG, CHINA & MANILA

A. S. WATSON & Co., Ltd.

[1228]

**MARTIN'S
APIOL-STEEL
PILLS**

A French Remedy for all Febrile Affections.
Thousands of Lads always keep a box of Martin's Pills in their homes, and on the first sign of any irregularity of the system, a course of these pills is resorted to. It is a sure cure for all febrile affections, and is recommended by the highest medical authorities. It is a French Remedy for all Febrile Affections.

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APIOL-STEEL
PILLS**

**GRIMAULT'S
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OF
HYPOPHOSPHITE OF LIME

FOR
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LTD.

TELEPHONE 346

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[1130]

THE FLOOD DISTRICTS

REPORT BY MR. C. D. JAMESON.

The following speech by Mr. C. D. Jameson, who has been sent to China by the American Red Cross Society to survey the famine districts, and report on the possibility of famine prevention in the Hwai Valley, was made at a meeting of the Executive Committee, held at the Committee Rooms, 16 King's Road, Shanghai, on October 27, 1911.

POSSIBILITY OF PREVENTION.

Mr. Chairman and Gentlemen—

I do not exactly know what you want to be told about my trip. I have been on a reconnaissance through the Anhui and Kiangnan flood regions, with the object of studying some scheme by which the country could be drained, and all ordinary floods done away with.

Now, to go into technical details of what ought to be done up there, I do not think this meeting is the place for an engineering report, nor am I yet ready to make such a report. I will merely say this, in regard to the conservancy of the rivers and the preventing of floods in that region: there is no reason why they should not be done up entirely, with the exception of course, of abnormal floods which nothing of man's building could hold back.

Mind you, the area covers 30,000 square miles of land, and the expense would be enormous; but the amount of land reclaimed would also be enormous. But the question of river improvement is a question of a number of years, and nothing that can be done now, as far as your Committee is concerned, would in any way affect the ultimate result in river conservancy, as this work is too large for anything the Committee could do.

As to the work of the Chinese, there is a quantity of work to be done in repairing and building up the dykes, roads, etc. This work would feed all the famine sufferers through that part of the country, and would not affect the general scheme of draining the whole region; but every dollar would be well spent. The Government has sent no money in such repairs, everything is simply going to rack and ruin. If such work were organized, there is no place but would provide work for the famine sufferers, which would do good to the districts in which each work was done.

POPULAR MEANS.

As to the necessity of work in the famine region, I do not think any of you have idea of the condition of the people in that district—of their utter wretchedness. It is not acute suffering, at present, which comes as the immediate result of a flood. They have had no floods to speak of this year; but they have had floods for three years; they have had no crops and are utterly discouraged. They have sufficient food to last, perhaps, until February next, but they have no seed to plant, and this condition of their ploughing with, and this condition of their going on for so long that they have lost all desire for work; they simply want to lie down in the mud and die.

Take the 150 miles which I traversed across Anhui in carts, going from Pochow to Suichow: in the whole of this 150 miles which I made on the main road, I never met one single cart carrying produce of any kind, nor any people. I did not meet a single man on a horse, and met less than fifty wheelbarrows carrying freight, a few carts, and a few people, which was all they had to carry. There were people walking on either side of the roadway, coming and going. These were all beggars, and all starving. A few years ago, the majority of them had been successful farmers, but now they have absolutely nothing. There was not a day that I did not pass two or three bodies of men, women and children lying on the road. When the people got tired and gave up, they simply dropped down where they were and died; it did not even go to the raised track on the side, but dropped in the road, where they lay unburied.

In one of the walled cities, while walking round the wall one morning, just after sunrise, I came across the emaciated body of a young boy, five or six years old: a fine boy. His throat had been cut from ear to ear, and a piece of paper was pinned on him which stated that his father and mother had nothing to give him to eat; and the children of the village were standing around, looking at the corpse. The effect this sort of thing is having on the children of that region is that they are growing up beggars, if they do not die. Their fathers and mothers are either dying, begging or robbing. The schools through that section are all closed, and the children are getting no education; they are simply becoming beggars, with no object in life, and these strong enough are beginning to rob.

In one place, in three weeks, thirty men were executed for robbery. The magistrates have military power, and about 500 soldiers each, so they can execute their own criminals.

WHAT MIGHT BE DONE.

There is not a single city or village in that region where work could not be done. Small canals for draining could be dug out; the walls of the cities which are falling down could be repaired or rebuilt; bridges which are falling down could be fixed up; and the upper reaches of the rivers could be cleaned out. In every

case, there is work for 10,000 people if they could be put at it. What I have said about Anhui applies equally to North Kiangnan.

I have been in close contact with H. E. Chang Chien, who is now all doubtless known, is President of the Kiangnan Provincial Assembly, and lives at Tungchow. When I arrived in Peking, H. E. Chang Kung-pao stated that Mr. Chang Chien was very much interested in this conservancy work, and would be made the head of this work in order to see it carried out.

Mr. Chang Chien, some seven or eight years ago, realized the necessity of having a survey made of the rivers in North Kiangnan if any work was to be done there. He then employed a Japanese engineer at Tungchow and collected, by competitive examination first, and afterwards by personal selection from those who had passed the examination, forty Chinese boys, who studied surveying from two to five years under this Japanese engineer in the Normal School at Tungchow. They were put on the work of making surveys, and have been surveying for about two years. In North Kiangnan they have surveyed about 1,200 miles in all. I speak of this because their work is most excellent. They do not pretend to be engineers. They are not; they are surveyors, and do their work well. Thirty-seven of them came to meet me at Taichingnan, and they are the greatest monument to any one man's work that I have so far seen in China. Every one is Chinese; there is not a foreigner amongst them. There is no man who knows more about the needs of Kiangnan, and what ought to be done there, than Mr. Chang Chien.

I am going back into that district, and shall stay there a number of months, and if there is anything I can do to help start your work there for the suffering people, so that they may earn what relief they get and not receive charity, I shall be delighted to do it, and will put as much time as possible into it. There is one thing you will find if matters are arranged so that everyone who receives relief has to work for it instead of getting it for nothing, two-thirds of the present population will not suffer any longer. There are a great many beggars and loafers. The crops are uncertain; famine relief is certain; and they are satisfied to sit down and wait for it. You will cut down your expenses one-half if you make every able-bodied famine sufferer do some work.

As regards grain, there are no supplies through that country. Last year at this time grain cost forty cash, where this year it costs eighty cash. Every single place one goes to the price of grain has been increased from eight to 100 percent. This will give you some idea of the necessity for relief.

Before the present political crisis, the Chinese officials were rather opposed to work being done by the famine sufferers under the direction of the missionaries. There has been certain work started on the Hwai River—work which would have had some value if finished; but this could not be done without the permission of the authorities, and they turned it down. As regards the work of your Committee, if it has to go through the ordinary channels you will not be able to do anything. What is wanted is permission from the Powers—that is to proceed with the work.

REPORTED COAL DISCOVERIES IN
BRITISH COLUMBIA.

The following telegram was received in London from the Minister of Mines for British Columbia, in reply to some questions from eight to him by the Agent-General of the Colony:

"Immense body of (of) anthracite coal exists (at the head waters of the Skeena, about 150 miles north of Hazelton). (There are) locations on it of eight years standing. Serious development by three companies has been carried out this season. James McEvoy, formerly (of the Geological Survey and later of Crow's Nest, reports (that he) has developed at least three workable seams (of) anthracite coal. (The) field (is) very important; (the) extent not yet known. Four hundred square miles have been staked out."

A large party of mining engineers, it appears, has spent the entire summer on the waterways at the head of the Skeena, 80 miles, near Klappan, and Eagle Rivers. As the result of their labours, it is stated that good coal seams are known to underlie over 2,100 square miles of territory, and that the estimated capacity of the field is 45,000,000 tons per square mile. This vast coalfield lies along the 57th parallel and is only 100 to 150 miles away from the seaboard. The commercial importance of the reported discoveries will be appreciated when it is pointed out that owing to the geographical position of the coal beds they will command the markets of Siberia, China, and Japan, as well as all the American trade from Patagonia to Alaska.

From a strategic point of view the new discoveries are of great importance, as fleets in the Pacific will be able to obtain the necessary supplies of smokeless coal in war time, when it might be impossible to ship coal through the Bore or Panama Canals.

WM. POWELL, GIGANTIC
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FROM 50 CENTS.
ROBINSONS.

"LOOK ALIVE!"

Is one of the many casual everyday injunctions wherein lurks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who is most successful; in the domestic circle it is the one who looks alive. If you are suffering from anything which robs you of your vitality, if you suspect that dyspepsia or any disorder of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

**TAKE
BEECHAM'S PILLS.**

Sold everywhere in boxes, price 9d. (36 pills), 1/11 (56 pills) and 2/9 (66 pills).

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S
No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

STAFF CHANGES IN INDIA.

A considerable number of changes, the military correspondent of a London paper says, are taking place in India on the Headquarters and Command staffs, and after the Durbar the Commander-in-Chief will have with him almost a new staff of heads of Departments. These will include new appointments as Chief of the General Staff, as Adjutant-General and as Quartermaster-General, all additional to the changes at the head of branches which have taken place this year. As already announced, Lieutenant-General Sir Percy Lake becomes Chief of the General Staff, and an officer of the British Establishment is to be chosen as Adjutant-General. Major-General G. C. Kilton, the Quartermaster-General, is to be given the command of a Division, thus making the vacancy at the head of his Branch. Another officer who is to obtain command of a Division is Major-General T. D. Pilcher, of the Serhind Brigade, with headquarters at Kasauli. He has done much useful training work in his present command and will be filled by the selection of Major-General J. M. S. Brunner, who will leave for India in December, and Major-General A. Wilson is to obtain command of the Lucknow Brigade.

Among other changes it is understood that Major H. P. Bateman-Champain, of the 9th Gurkha Rifles, will be Military Secretary in Madras, and Captain C. A. J. Annesley and H. G. Vaux will be Aide-de-Camp to the Governor, Sir Thomas Carmichael. Colonel H. Lock becomes Assistant Quartermaster-General at Lucknow. In all probability Lieutenant-Colonel E. Halliday, 22nd Lancers (Deccan Horse), will be appointed Deputy Secretary of the Army Department.

A reorganization of the Artillery Commands in India will shortly take effect. The appointments of Inspector-General of Coast Defence and Garrison Artillery and two Inspectors of Artillery will be abolished. In their place will be created an Inspector of Royal Horse and Royal Field Artillery at Army headquarters, and six Artillery Commanders with Divisions. The Lahore, Madras, and Lucknow Divisions will have one of the latter, and the Bombay and Quetta Divisions will also have one. The other divisions will have one each. It is probable that consideration will be given to establishing the Cavalry staff on similar lines.

RAILWAYS IN FORMOSA.

There are now altogether 1,083 miles of railway in the island of Formosa. The Government own 273 miles of line, private owners 360 miles of railways, and 450 miles of push-car lines. The Imperial Taiwan Railway is to be altered to standard gauge this year, and part of the line double-tracked. Forty-three miles of railway are being built in the lower part of the island, which will open up an immense forest area, and is expected to result in the development of a large timber export trade.

ATEST STEAMER MOVEMENTS.

The I.G.M. str. *Boon* left Colombo on the 5th inst. a.m., and may be expected here on or about the 16th inst. a.m.

The Yokohama office of the C.P.R. Co. is in receipt of a wireless message from the R.M.S. *Empress of Japan*, sent at 7 p.m., on Friday, the 3rd inst., when the vessel was 1,340 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama at 7 a.m. on Wednesday, the 8th inst.

The I.G.M. str. *Prinz Eitel Friedrich*, which left here on the 1st inst., at 1 p.m., arrived at Singapore on the 5th inst., at 9 a.m.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S.S. Co. str. *China* is due to arrive at Hongkong to-morrow between 6 and 8 a.m.

The P. M. S.S. Co. str. *Manchuria* from San Francisco was despatched from Yokohama on the 4th inst. en route to Hongkong, and is due to arrive at Hongkong on the 17th inst.

The T.K.K. str. *Chiyo Maru* sailed from Honolulu on the 31st ult. for Hongkong, and is due to arrive at this port on or about the 21st inst.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Colleen* left Yap on the 5th inst., at 9 a.m., and may be expected here on or about the 13th inst. a.m.

The E. & A. str. *Eastern* left Sydney on the 1st inst. for this port (via Queensland Ports, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian Line) left Sydney for this port via ports on the 1st inst., and is expected here on the 20th inst.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th ultimo p.m.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s str. *Della* left Singapore for this port on the 4th inst., at 5 p.m., with the outward English Mails, and is due here on the 9th inst., at about 5 p.m.

THE INDIAN MAIL.

The Indo-China str. *Yamany* left Singapore for Hongkong on the 1st inst. p.m., and is due here to-day.

The Indo-China str. *Laiyang* left Calcutta for the Straits and Hongkong on the 27th ult., and is due here on or about the 13th inst.

MERCHANT STEAMERS.

The str. *Copri* left Singapore for this port on the 30th ult., and may be expected here to-day.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Singapore for this port on the 31st ult., and is expected here to-day.

The Dowell New York Line str. *Erroll* left Moji on the 2nd inst. for Hongkong, and is therefore due here this morning.

The N.Y.K. str. *Miyazaki Maru* (European Line) left Singapore for this port on the 2nd inst., and is expected here to-day.

The N.Y.K. str. *Ji Sen Maru* (Calcutta Line) left Singapore for this port on the 2nd inst., and is expected here to-day.

The A. S. S. Co.'s str. *Indrawadi* left Saigon for Singapore on the 25th ult., and is due here to-morrow.

The str. *Indrawadi* left Singapore on the 3rd inst., and is due here on or about the 9th inst. p.m.

The "Ben" Line str. *Benidi*, from Leith, Middlesbrough and London, left Singapore on the 2nd inst. for this port.

The Bank Line str. *Ortario* from Vancouver arrived at Yokohama on the 1st inst. en route for Hongkong, and is due here on the 14th inst.

The O.P.K. str. *Seattle Maru* from Tacoma arrived at Yokohama on the 31st ult., and will leave again for this port via Manila on the 3rd inst., and is due here on or about the 20th inst.

The T.K.K. str. *Hongkoku Maru* sailed from Honolulu on the 25th ultimo for Hongkong, and is expected to arrive at this port on or about the 27th inst.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	10th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA Capt. S. Barham, R.N.R.	11th Nov.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	MALTA Capt. G. M. Montford, R.N.R.	15th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	BANCA Capt. H. W. Potter, R.N.R.	15th Nov.	Freight only

For Further Particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, 7th November, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	On 7th Nov., 4 P.M.	
MAHAI, LOILO and CEBU	TEAN	On 8th Nov., Noon.	
SHANGHAI	CHINHUA	On 9th Nov., 4 P.M.	
HOIHOW & HAIPHONG	SUNGKIANG	On 10th Nov., 10 A.M.	
SHANGHAI	ANHUI	On 11th Nov., Noon.	
MANILA, CEBU and LOILO	KAIFONG	On 12th Nov., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN-SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—EAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 7th November, 1911.

DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG-SOUTH CHINA COAST PORTS			
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.			
FOR			
SWATOW, AMOY and FOCHOW			
AND RETURN.			
(Occupying 9 to 10 Days).			
STEAMSHIP	CAPTAIN	LEAVING	
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 7th Nov., at 11 A.M.	
"HAITAN"	Capt. J. S. Roach	FRIDAY, 10th Nov., at 11 A.M.	
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 14th Nov., at 11 A.M.	

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 6th November, 1911.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
SHANGHAI via SWATOW	"HANGSANG"	Tuesday, 7th Nov., Noon.	
SHANGHAI: KOBE & MOJI	"NAMSANG"	Friday, 10th Nov., Noon.	
SHANGHAI	"KONGSANG"	Friday, 10th Nov., Noon.	
TIENTSIN	"CHIDSHING"	Saturday, 11th Nov., Noon.	
MANILA	"YUENSANG"	Saturday, 11th Nov., 2 P.M.	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 13th Nov., Noon.	
MANILA	"LOONGSANG"	Friday, 18th Nov., 2 P.M.	

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 6th November, 1911.

HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL	REMARKS
IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."			
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.			
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.			
TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.			
NEXT SAILINGS FROM HONGKONG:			
OUTWARD.			
For SHANGHAI, KOBE and YOKOHAMA:			
S.S. SCANDIA	16th Nov.		
S.S. SPESIA	2nd Dec.		
S.S. SFGOVIA	14th Dec.		
S.S. SILBESIA	27th Dec.		
S.S. AMBRIA	10th Jan.		
S.S. GOLDENFELS	24th Jan.		

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 4th November, 1911.

TOYO KISEN KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

FOR	STEAMERS	TO SAIL	REMARKS
SAN FRANCISCO LINE.			
Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.			
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)			
STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Green	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 27th Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI,
YOKOHAMA and HONOLULU, on FRIDAY, 1st December, at Noon.

INTERMEDIATE SERVICE.
THE Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens,
will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI,
KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th Feb., at Noon 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN,
PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and
HONOLULU, on WEDNESDAY, 13th December, at Noon.

TO	FARES FROM HONGKONG:
TO LONDON	£71-10-0
VALPARAISO	£57-0-0
FARES BY INTERMEDIATE STEAMER.	
TO HONOLULU	£22-0-0
SAN FRANCISCO	£23-0-0
CHICAGO	£36-10-0
NEW YORK	£40-0-0
LONDON via NEW YORK	£43-0-0

Single and Round Trip to all points are interchangeable and good for return by
Intermediate Steamers of the Pacific Mail S.S. Co.
SPECIAL RATES (First Class only) are granted to principal points in the United
States, Canada and Europe, on terms which may be obtained from the undersigned.
These magnificent steamers are most up-to-date and luxurious in every way. Excellent
cuisine and accommodation.
"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with
Turbine Engines and Triple Screw. Record Speed 21½ knots.
Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for cargo
Passengers, situated AMIDSHIP. A highly number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Furs and Parcels. Special attention
given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 8th Nov., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 12th Nov., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 15th Nov., at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings
S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 8th Nov., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.							
STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY	
ASSAYE	7500	February 3	MANITUA	11000	March 2	March	8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March	22
DELHI	8000	March 2	MOREA	11000	March 30	April	5
INDIA	8000	March 16	Through Steamer		April 13	April	19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May	3
DELTA	8000	April 13	MALOJA	12500	May 11	May	17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May	31
DELHI	8000	May 11	MALWA	11000	June 8	June	14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those
for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £105.14 RETURN.
2nd £48.8 47.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

PROPOSED SAILINGS.					
STEAMERS		Leave HONGKONG		Due LONDON	
	Tonnage	about		about	
NYANZA	7000	February	7	March	28
NILE	7000	March	6	April	13
NUBIA	6000	April	3	May	17
SUMATRA	5000	April	17	May	31
NAMUR	7000	May	1	June	14
PALAWAN	5000	May	15	June	29
BORNEO	5000	May	29	July	13
SYRIA	7000	June	12	July	27
NOBE	7000	June	26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd £38.10 £57.4

For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

1036]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES LONDON and ANTWERP via SINGA- PORE, PENANG COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. M. Hagino, ATSUTA MARU Capt. Wm. Thompson, HITACHI MARU Capt. T. Yamawaki, SADO MARU Capt. J. Richards,	7,000 9,000 7,000 7,000	WED'DAY, 9th Nov., at Daylight. WED'DAY, 22nd Nov., at Daylight. WED'DAY, 6th Dec., at Daylight. SATURDAY, 2nd Dec., from Kobe
VICTORIA, B.C., & SEATTLE	AWA MARU Capt. Iizawa, INABA MARU Capt. S. Tomimaga,	7,000 7,000	TUESDAY, 7th Nov., at Noon. TUESDAY, 5th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, NIKKO MARU Capt. M. Yagi,	5,000 6,000	FRIDAY, 24th Nov., at Noon. THURSDAY, 21st Dec., at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Tozawa, NIKKO MARU Capt. M. Yagi,	6,000 6,000	WED'DAY, 6th November. WED'DAY, 22nd Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	MIYASAKI MARU Capt. T. Mural,	9,000	THURSDAY, 9th Nov., A.M.
KOBE and YOKOHAMA	TOSA MARU Capt. T. Sato,	6,000	TUESDAY, 14th November.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG and RANGOON.

The Next Steamer to sail from Hongkong:—

"MIKE MARU," TONS 4,000, CAPT. M. TABURA, ON 18th Nov.

1912 PASSENGER SEASON 1912

FOR EUROPE.

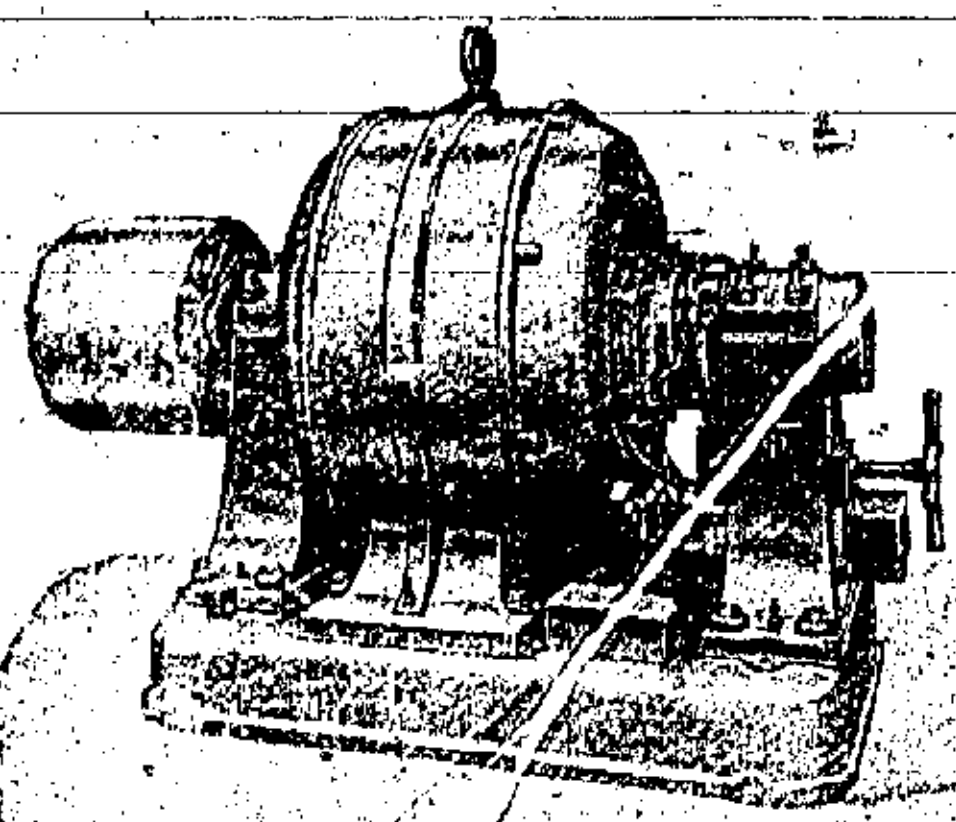
STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawan	February 14th.
KANO	9,000	F. L. Sommer	February 28th.
ARI	9,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Mose	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mural	May 22nd.

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tomimaga	February 27th.
TANBA	7,000	K. Noda	March 26th.
SAUKI	7,000	F. L. Sommer	April 9th.
AWA	7,000	T. Iizawa	April 23rd.
INABA	7,000	S. Tomimaga	May 21st.

For further information, apply to—
T. KUSUZOTO, MANAGER.

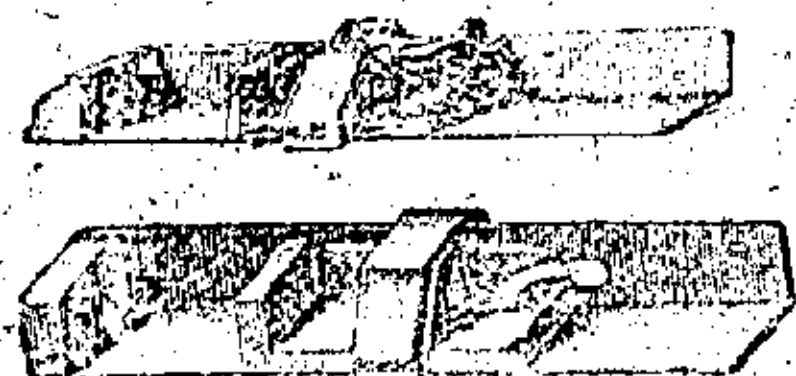
1061-14-40



Titan
BERGERHOF
RHL.D.
ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 3rd November, 1911.

G. E. REINHARDT,
LEIPZIG.



Manufacturer of Composing Sticks
and all other Printing Material in
excellent quality and finish.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 3rd November, 1911.

Hoehl Extra Dry
gout american

SOLE REPRESENTATIVE FOR HONGKONG AND SOUTH CHINA
HUGO C. A. FROMM, Hongkong.

Hongkong, 3rd November, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 23, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

Until further Notice Parcels for the undermentioned places in China will not be accepted for transmission through the post:
Huppi, Szechuen, Kweichow and Hunan.

The China, with the American Mail, is due to arrive here to-morrow, at 8 a.m.

The Delta, with the English Mail, left Singapore on Saturday, the 4th inst., at 5 p.m., and may be expected here on Thursday, the 9th inst., at 5 p.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 4th October, and for despatch overland on the 10th October.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th instant, at 5 p.m. This Parcel Mail is due in London on or about the 16th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regiments Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR PER DATE

Wahaiwei, Cheloo and Tientsin
Shanghai, Moji, Kobe, Yokkaichi,
Yokohama, Victoria, B.C., and
Seattle
SIBERIAN MAIL TO EUROPE

Shanghai and Kobe
Swatow and Shanghai

Europe, E.C., India via Tiflis, etc.
Late Letters 11.00 a.m. to Noon. Extra
Postage 10 cents.
Letters posted in all the Pillar Boxes in
time for the first Clearance will be
included in this contract mail.

Macao
Singapore, Penang and Colombo
Port Bayard and Haiphong
Swatow, Amoy and Foochow
Singapore
Hankow and Haiphong
Manila, Cebu and Cebu
Swatow, Amoy and Foochow
Singapore, Penang and Calcutta
Macao
Saigon
Macao
Shanghai
Shanghai, Kobe and Moji
SHANGHAI
Hankow and Haiphong
Swatow
Swatow, Amoy and Foochow

SHANGHAI, NAGASAKI, KOBE, YOKKAICHI,
YOKOHAMA, HONOLULU and SAN
FRANCISCO
(Late Letters 11.00 a.m. to Noon.
Extra Postage 10 cents.)
SIBERIAN MAIL TO EUROPE

Macao
Manila, Cebu and Iloilo
Tientsin
Timor, Port Darwin, Thursday Islands,
Cooktown, Cairns, Townsville, Brisbane,
Sydney, Hobart, Launceston, New
Zealand, Dunedin, Melbourne, Adelaide,
Perth and Fremantle

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

November 6th.

ON LONDON:—		
Telegraphic Transfer	110	
Bank Bills, on demand	110 1/2	
Bank Bills, at 30 days' sight	110 1/2	
Bank Bills, at 4 months' sight	110 1/2	
Credits, at 4 months' sight	110 1/2	
Documentary Bills 4 months' sight, 110 1/2		
ON PARIS:—		
Bank Bills, on demand	231	
Credits, at 4 months' sight	235 1/2	
ON GERMANY:—		
On demand	168 1/2	
ON NEW YORK:—		
Bank Bills, on demand	44 1/2	
Credits, at 60 days' sight	45 1/2	
ON BOMBAY:—		
Telegraphic Transfer	137	
Bank, on demand	137 1/2	
ON CALCUTTA:—		
Telegraphic Transfer	137	
Bank, on demand	137 1/2	
ON SHANGHAI:—		
Bank, at sight	75 1/2	
Private, 30 days' sight	89 1/2	
ON YOKOHAMA:— On demand	89 1/2	
ON MANILA:— On demand	89 1/2	
ON SINGAPORE:— On demand	78 1/2	
ON BATAVIA:— On demand	110 1/2	
ON HAIPHONG:— On demand	3 1/2	per m.
ON SAIGON:— On demand	2 1/2	per m.
ON BANGKOK:— On demand	82 1/2	
SOVEREIGNS, Bank's Buying Rate	\$10.80	
GOLD LUMP, 100 fine, per tael	\$56.60	
SILVER, per oz.	25	

—

SUBSIDIARY COINS.

		per cent
Chinese	20 cents pieces	\$4.90 discount
Chinese	10	\$5.20
Hongkong	20	\$4.75
Hongkong	10	\$5.00

SHARE LIST.—QUOTATIONS. HONGKONG, NOVEMBER 6TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
HONGKONG & SHANGHAI BANKING CORPORATION	120,000	\$125	all	\$180
China Borneo Company, Limited	60,000	\$12	all	\$10 1/2, sellers
China Light and Power Company, Limited	50,000	\$1	all	\$1.50, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$1, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Labu-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 71
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 3
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$2 1/2
DOCK AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$49 1/2
Hongkong & Whampoa Dock Co., Ltd.	30,000	\$5 1/2	all	\$4 1/2
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59, sales
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 91
Green Island Cement Co., Limited	400,000	\$10	all	\$4.10, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$2 1/2
Hongkong Electric Co., Limited	60,000	\$10	all	\$2 1/2
Hongkong Hotel Company, Limited	12,000	\$50	all	\$11 1/2
Manila Metropole Hotel Limited	15,000	\$10	all	\$10
Hongkong Ice Company, Limited	50,000	\$25	all	\$16 1/2
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$200
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125 1/2
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$360, sellers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160
Union Insurance Society, Limited	12,400	\$250	\$100	\$340
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$220, @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$104 1/2, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$28, buyers
Kowloon Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 97
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$47, buyers
West Point Building Co., Limited				
MINING.				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700
Rand Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$5.55
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2, sellers
Philippine Co., Limited	50,000	\$10	all	\$1.10, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$122, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$292
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	all	\$24, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$55.50, (Ldon. \$5)
Shell Transport & Trading Co., Limited	250,000 def.	\$1	all	\$3 1/2
Star Ferry Company, Limited	10,000	\$10	all	\$127, buyers
South China Morning Post, Limited	10,000	\$10	all	\$17
Steam Laundry Company, Limited	5,000	\$25	all	\$25
STROES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Watkins, Limited	15,000	\$7	all	\$4, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$2 1/2
Weissmann, Limited	90,300	\$10	all	\$58, buyers
H. Price & Co., Ltd.	3,000	\$10	all	\$15, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
Union Waterboat Co., Limited	50,000	\$10	all	\$7 1/2, buyers

RUSSIAN.—Daily Wire
Para Rubber in London
Loans.
Chinese Imperial 1886
Amount.
Tls. 767,200
Value.
Tls. 250
Interest.
7 1/2 p. annum
Par.
VERNON & SYMTH, Share-Brokers.

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

HALL'S SANITARY DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours. Many of the colours will stand on new plaster walls.

It requires no special solution or liquid—Simply mix the stiff material in hot or cold water—hot recommended.

It is applied with a whitewash brush, saving much in the cost of labour.

For covering power and durability it surpasses any other material. One coat will give an even solid colour, and be all that is usually required.

It dries with a soft velvety finish which enhances the effect of fine furniture and pictures.

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